

RESOLUTION NO. 1005

WHEREAS, Section 211.004, Texas Local Government Code, provides that zoning regulations must be adopted in accordance with a comprehensive plan; and

WHEREAS, Section 10.03, Ingleside City Charter, provides in relevant part as follows:

"The Planning and Zoning Commission shall formulate a Comprehensive Master Plan for the development of the City, containing the Commission's recommendations for growth, development and beautification of the City of Ingleside. The City Council shall hold a public hearing on the proposed Comprehensive Plan, or modification thereof, and shall thereafter adopt it by resolution with or without amendment."; and

WHEREAS, the Planning and Zoning Commission formulated the Comprehensive Master Plan hereto attached for the development of the City, which plan contains the Planning and Zoning Commission recommendations for growth, development and beautification of the City and contains planning considerations for no less than ten (10) years; and

WHEREAS, after the Planning and Zoning Commission formulated this plan, it forwarded same to the City Manager, who submitted it to the City Council with his recommendation that it be adopted; and

WHEREAS, the Planning and Zoning Commission held a public hearing on the Plan on December 6, 2010, which hearing was preceded by published notice; and

WHEREAS, the City Council held a public hearing on the Plan on December 14, 2010, which hearing was preceded by published notice; and

WHEREAS, the Plan which is hereby adopted contains the Planning and Zoning Commission's recommendations for growth, development and beautification of the City, and the City Council finds that said Plan is in the best interest of and promotes the health, safety and welfare of the City.


NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Ingleside, San Patricio County, Texas, that the Comprehensive Master Plan, a copy of which is hereto attached, be and it is HEREBY ADOPTED by the City Council of the City of Ingleside, San Patricio County, Texas, as the Comprehensive Master Plan of the City, superseding all prior comprehensive master plans.

RESOLVED this 14 day of December, 2010.

CITY OF INGLESIDE

  
Peter L. Perkins, Mayor

ATTEST:

  
Kimberly Drysdale, City Secretary

INGLESIDE  
COMPREHENSIVE MASTER PLAN

MISSION STATEMENT: Ingleside 2020, a community of 20,000 that provides a strong base for both quality of life and economic growth.

## **CHAPTER I. PLAN DEFINITION AND USE**

This document constitutes the Comprehensive Master Plan (Plan) for the City of Ingleside, Texas. This Plan is comprised of general policies and is intended to be used as an overall guiding philosophy in setting goals and making decisions that involve development, growth and beautification of the City. This is a planning document and should be read as such, rather than as a document containing definitive mandates.

It is expected that some decisions while promoting one or more policies, may conflict with others. All that is required is that any decision be, in the judgment of the City Council, in accordance with one or more of the policies set forth herein.

The Plan encourages that any and all decisions made by City Council and recommendations or actions taken by City boards and commissions relative to the physical development of the City should be done so in consideration of the Plan and its intent.

The Plan is not static or unchangeable. The planning process is ever-changing as new information is made available about the present and future.

## **CHAPTER II. OPERATIONAL POLICIES**

The following policy statements form the basic operating policies for the utilization and maintenance of the Plan. The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. USE THESE CITY-WIDE POLICY STATEMENTS AS GUIDING PRINCIPLES FOR NEW AND EXISTING SERVICES AND COMMUNITY DEVELOPMENT PLANS;
- b. CONSIDER PUBLIC PARTICIPATION A VITAL ELEMENT OF ALL PLAN DEVELOPMENT AND PLAN IMPLEMENTATION PROCESSES;
- c. DESIGN AND ADOPT SERVICE AND COMMUNITY DEVELOPMENT PLANS CONSISTENT WITH THE POLICY STATEMENTS;
- d. UPDATE THESE POLICY STATEMENTS THROUGH A PERIODIC REVIEW AND AMENDMENT PROCESS;
- e. UPDATE ZONING, PLATTING AND OTHER LAND DEVELOPMENT CODES, TO THE EXTENT THE COUNCIL DEEMS NECESSARY, CONSISTENT WITH THE ADOPTED COMPREHENSIVE PLAN;
- f. ENSURE THAT MODIFICATION OR AMENDMENT TO THE POLICY

STATEMENTS SHALL BE CONDUCTED, IN ACCORDANCE WITH THE CHARTER, THROUGH THE PLANNING COMMISSION WITH FINAL APPROVAL BY THE CITY COUNCIL;

- g. CONSIDER THE IMPACT OR ZONE CHANGES IN AND AROUND EXISTING NEIGHBORHOODS;
- h. ENFORCE ZONING BY A STRONG PRO-ACTIVE CODE ENFORCEMENT PROGRAM;
- i. TAKE A LEADING ROLE ON THE VARIOUS ISSUES ADDRESSED WITHIN THE PLAN.

### **CHAPTER III. SCOPE**

The Plan includes planning topics relevant to the physical development of the City from time to time. Additional plans or documents may be warranted as additions in order to meet the needs of the City.

As a minimum, the Plan covers the following subjects:

- 1. Proposed Land Uses
  - Residential and Housing
  - Commercial
  - Industrial
- 2. Annexation
- 3. Transportation
- 4. Economic Development
- 5. Environment
- 6. Public Services
- 7. Implementation

### **CHAPTER IV. COMMUNITY GOALS FOR INGLESIDE**

- 1. MAINTAIN AND IMPROVE THE QUALITY OF LIFE, THE NATURAL ENVIRONMENT AND MAN-MADE AMENITIES FOR ALL CITIZENS OF INGLESIDE;
- 2. DEVELOP A VITAL GROWING ECONOMIC BASE FOR INGLESIDE;
- 3. MAINTAIN AND IMPROVE THE STABILITY OF EXISTING RESIDENTIAL AND COMMERCIAL AREAS;
- 4. ENCOURAGE ORDERLY DEVELOPMENT OF NEW RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL PROPERTIES TO ACCOMMODATE GROWTH.

## **CHAPTER V. LAND USE PLAN**

### **1. GENERAL LAND USE POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies, or goals as appropriate:

- a. ZONING IN AN AREA SHOULD BE CONSISTENT WITH COMMUNITY DEVELOPMENT PLANS;
- b. HIGH DENSITY ACTIVITY AREAS OF BUSINESS SHOULD GRADUALLY DECREASE TO LOW DENSITY ACTIVITY AREAS SUCH AS RESIDENTIAL DEVELOPMENT;
- c. RECOGNIZING THE CITY'S FINANCIAL LIMITATIONS, NEW DEVELOPMENT SHOULD OCCUR IN A PATTERN WHICH IS COST EFFECTIVE AND NEW-USER FINANCED;
- d. THE DENSITY OF DEVELOPMENT IN AN AREAS SHOULD BE PROPORTIONAL TO THE DESIGN CAPACITY OF THE INFRASTRUCTURE;
- e. CONVERSION OF RESIDENTIAL AREAS TO NON-RESIDENTIAL USES SHOULD BE DONE WITH CONSIDERATION OF PROTECTING ANY ABUTTING RESIDENTIAL AREAS OR OTHERWISE FACILITATE A TRANSITION OF ALL RESIDENTIAL USES IMPACTED TO NON-RESIDENTIAL CLASSIFICATION AND MINIMIZE THE DURATION OF INCOMPATIBLE ADJACENCIES. "RESIDENTIAL AREAS" REFERS TO AREAS WHICH ARE IN ACTUAL USE FOR RESIDENTIAL PURPOSES AND ARE ZONED A RESIDENTIAL CLASSIFICATION.

### **2. HOUSING POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. HOUSING SHOULD BE AVAILABLE ON A NON-DISCRIMINATORY BASIS;
- b. AN ACTIVE CODE ENFORCEMENT PROGRAM SHOULD BE FOLLOWED IN ORDER TO CORRECT CODE VIOLATIONS;
- c. THE CONSTRUCTION OF QUALITY, AFFORDABLE NEW HOMES AND THE REHABILITATION OF SUBSTANDARD HOMES SHOULD BE ENCOURAGED.

### **3. STREETS AND THOROUGHFARES**

A well planned and implemented transportation network is important to the orderly growth of Ingleside. It is equally important that this transportation system compliment and be integrated with land use planning for the community.

### **4. RESIDENTIAL POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. EACH NEIGHBORHOOD OF THE CITY SHOULD BE PROTECTED AND/OR IMPROVED SO AS TO BE A DESIRABLE AND ATTRACTIVE RESIDENTIAL ENVIRONMENT;
- b. THE CITY SHOULD CONSIDER THE IMPACT OF COMMERCIAL AND INDUSTRIAL USES ON PROPERTY ADJACENT TO EXISTING OR PROPOSED RESIDENTIAL AREAS;
- c. HIGH-DENSITY RESIDENTIAL DEVELOPMENT (MORE THAN 21 UNITS PER ACRE) SHOULD BE LOCATED WITH DIRECT ACCESS TO ARTERIAL STREETS;
- d. MEDIUM-DENSITY RESIDENTIAL DEVELOPMENT (8 TO 21 UNITS PER ACRE) SHOULD BE LOCATED IN AREAS WITH CONVENIENT ARTERIAL ACCESS;
- e. APPROPRIATE TRANSITIONS SHOULD EXIST BETWEEN HIGH-DENSITY AND LOW DENSITY (LESS THAN 8 UNITS PER ACRE) RESIDENTIAL DWELLINGS;
- f. DEVELOPMENT ON VACANT TRACTS SHOULD BE COMPATIBLE WITH EXISTING AREAS;
- g. TRAFFIC HAZARDS SHOULD BE LESSENED BY DISCOURAGING THROUGH-TRAFFIC WITHIN RESIDENTIAL AREAS;
- h. PUBLIC FACILITIES SHOULD BE MAINTAINED AND IMPROVED IN EXISTING RESIDENTIAL AREAS;
- i. LAND NOT USED OR ZONED FOR INDUSTRIAL PURPOSES WHICH IS PROPOSED FOR CONVERSION TO PERMANENT NEW INDUSTRIAL DEVELOPMENT, SHOULD NOT ABUT LAND PLANNED FOR PERMANENT LOW- OR MEDIUM DENSITY RESIDENTIAL USES WITHOUT PROVIDING MITIGATION MEASURES;

- j. MOBILE HOMES SHOULD BE ALLOWED ONLY IN AREAS DESIGNATED WITH APPROPRIATE CONTROLS FOR MOBILE HOME PARKS OR MOBILE HOME SUBDIVISIONS.

## **5. COMMERCIAL LAND USE POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies, or goals as appropriate:

- a. BUSINESS AREAS THAT FEATLRE MIXED OFFICE/RESIDENTIAL USE AND RETAIL ACTIVITIES IN AN INTEGRAL PLAN OF DEVELOPMENT SHOULD BE ENCOURAGED;
- b. MINIMIZE THE IMPACT OF COMMERCIAL AREAS ON ADJACENT, EXISTING OR FUTURE RESIDENTIAL AREAS THROUGH THE USE OF COMPACT DESIGNS, SCREENING FENCES, OPEN SPACE, LANDSCAPING AND OTHER APPROPRIATE MEANS;
- c. COMMERCIAL CENTERS SHOULD BE DESIGNED SO THAT THE IMPACTS OF AUTOMOBILE INTRUSION, NOISE AND VISUAL BLIGHT ON SURROUNDING AREAS WILL BE MINIMIZED;
- d. ENCOURAGE THE REVITALIZATION OF DECLINING BUSINESS AND SHOPPING AREAS THROUGH THE USE OF CAPITAL IMPROVEMENT PROGRAMS AND GRANTS OR OTHER FINANCING MECHANISMS;
- e. DISCOURAGE EXPANSION OF COMMERCIAL USES INTO OR WITHIN RESIDENTIAL AREAS;
- f. ENCOURAGE ALL BUSINESS AREAS TO DEVELOP AND MAINTAIN A PLEASING ENVIRONMENT;
- g. COMMERCIAL ACTIVITIES WHICH GENERATE LARGE VOLUMES OF TRAFFIC SHOULD HAVE CONTROLLED ACCESS TO AN ARTERIAL SYSTEM WITHOUT HAVING TO TRAVERSE RESIDENTIAL AREAS;
- h. COMMERCIAL SERVICE AREAS DESIGNED TO SERVE LOCAL NEIGHBORHOODS SHOULD BE CONVENIENTLY LOCATED AND IN HARMONY WITH THE SURROUNDING NEIGHBORHOOD.

## **6. INDUSTRIAL LAND USE POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. PROVIDE ADEQUATE AND SUITABLY-ZONED LAND FOR LIGHT AND HEAVY INDUSTRY;
- b. A PROGRAM SHOULD BE DEVELOPED TO RETAIN AND EXPAND DESIRABLE INDUSTRY;
- c. PROPERLY PLANNED INDUSTRIAL PARKS SHOULD BE ENCOURAGED;
- d. WHEN AREAS ARE CONVERTED FROM NON-INDUSTRIAL ZONING TO INDUSTRIAL ZONING, ACTIONS SHOULD BE TAKEN TO ADEQUATELY MITIGATE IMPACTS TO ABUTTING NON-INDUSTRIAL ZONED LAND. THE TERM "NON-INDUSTRIAL ZONING" MEANS ANY ZONING DESIGNATION WHICH IS NOT INDUSTRIAL.

## **CHAPTER VI. ANNEXATION POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies, or goals as appropriate:

- a. PURSUE A POLICY ON ANNEXATION OR LANDS AT THE PERIPHERY OF THE CITY TO ACHIEVE ORDERLY GROWTH;
- b. PURSUE A POLICY OF ANNEXATION ADJACENT TO THE CITY'S GROWTH AREAS IN ORDER TO EXTEND ZONING ORDINANCES;
- c. PROVISION OF UTILITY SERVICE WITHIN THE COMMUNITY SHOULD COMPLY WITH ADOPTED DEVELOPMENTAL PLANS, BUILDING CODES AND OTHER APPLICABLE CODES;
- d. COORDINATE GROWTH WITH ADJACENT JURISDICTIONS AND ADOPTED REGIONAL PLANS;
- e. ENCOURAGE INPUT FROM AFFECTED AREA RESIDENTS AND BUSINESS TO ADDRESS THEIR NEEDS IN ANNEXATION PLAN IMPLEMENTATION;
- f. ALLOW FOR APPROPRIATE ZONING OF PROPERTIES BEING ANNEXED RATHER THAN AN AUTOMATIC RESIDENTIAL ZONING CLASSIFICATION.

### **SECTION A. EXTRATERRITORIAL JURISDICTION**

State law determines the distance a city's extraterritorial control can extend past its city limits. This is referred to as Extraterritorial Jurisdiction or ETJ.



## **SECTION B. INDUSTRIAL DISTRICT POLICIES**

### **1. INTRODUCTION**

State law allows cities with ETJ authority to contract with properties in the ETJ for unique services, regulatory controls and payments of fees in lieu of taxes, in exchange for an agreement by the City that the property will not be annexed for a period of time. The main advantage to such properties from the agreement is the attendant exemption from city real property and sales taxes. The main advantages to the City are the economic benefits that a business creates in terms of jobs for the citizenry and future tax revenues.

### **2. INDUSTRIAL DISTRICT POLICIES**

The City should strive to take, encourage, achieve or promote the following Items, actions, policies or goals as appropriate:

- a. INDUSTRIAL DISTRICT AGREEMENTS WILL BE PURSUED WHEN IT IS DETERMINED BY THE CITY COUNCIL TO BE IN THE BEST INTEREST OF THE CITY TO DO SO;
- b. INDUSTRIAL DISTRICT AGREEMENTS WILL BE APPROVED FOR A DURATION OF TIME DETERMINED BY THE CITY COUNCIL TO BE IN THE BEST INTEREST OF THE CITY.

## **CHAPTER VII. ECONOMIC DEVELOPMENT**

### **SECTION A. BACKGROUND**

Although future land development in the City will be influenced by regional and national economics, it is imperative that civic and business leaders maintain an aggressive attitude and consistently seek new business for the community. The public and private sectors should continually develop programs that will create a positive business and living environment for the community to enable the City to be able to compete effectively with other communities throughout Texas and the nation. The following general economic policies will provide a guideline for continued economic growth.

### **SECTION B. ECONOMIC DEVELOPMENT POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies or goals as appropriate.

- a. ENCOURAGE RESIDENTS TO PARTICIPATE IN THE DEVELOPMENT OF A HEALTHY ECONOMY;
- b. PROMOTE A WELL-BALANCED ECONOMY AND A STRONG

ECONOMIC BASE;

- c. EXPAND AND DEVELOP REGIONAL, NATIONAL, AND INTERNATIONAL BUSINESS SERVICES IN THE AREA;
- d. SUPPORT EQUAL EMPLOYMENT OPPORTUNITIES FOR ALL SOCIO-ECONOMIC GROUPS;
- e. EXPAND AND PROMOTE TOURISM;
- f. PROMOTE REDEVELOPMENT OF THE CENTRAL BUSINESS DISTRICT AND OTHER BUSINESS AREAS AND THE DEVELOPMENT OF NEW BUSINESS AREAS;
- g. CREATE A POSITIVE IMAGE OF THE BUSINESS CLIMATE IN INGLESIDE;
- h. ENCOURAGE BUSINESS AND ECONOMIC DEVELOPMENT ACTIVITIES THAT ARE COMPATIBLE WITH ORDERLY GROWTH;
- i. CREATE A BUSINESS CLIMATE THAT FOSTERS THE CREATION OF NEW BUSINESS ENTERPRISES IN INGLESIDE;
- J. SUPPORT THE COORDINATION OF ECONOMIC DEVELOPMENT ACTIVITIES IN THE BAY AREA;
- j. ATTRACT BUSINESSES TO INGLESIDE AND THE SURROUNDING AREA;
- k. PROMOTE THE EXPANSION OF EXISTING NEW BUSINESS DEVELOPMENT TO PROMOTE CITY GROWTH AND A STRONG LOCAL ECONOMY.

**SECTION C. T.P McCAMBELL REGIONAL AIRPORT INFORMATION AND POLICES**

**1. AIRPORT POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies or goals as appropriate:

- a. SUPPORT THE LOCAL EXPANSION OF THE SAN PATRICIO REGIONAL AIRPORT TO ACCOMMODATE GROWTH IN AIR-TRAFFIC;
- b. LAND USE ACTIVITY SURROUND THE AIRPORT SHOULD BE

COMPATIBLE TO THE AIRPORT AND THE SURROUNDING AREA.

#### **SECTION D. MILITARY INSTALLATION POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. MAINTAIN A HARMONIOUS RELATIONSHIP WITH THE MILITARY AND ENCOURAGE GROWTH OF ALL MILITARY FACILITIES;
- b. MAKE INGLESIDE AN ATTRACTIVE PLACE FOR MILITARY INSTALLATIONS.
- c. DEVELOP AN ECONOMIC DEVELOPMENT CONTINGENCY PLAN TO ALLOW FOR THE EXPANSION AND CONTRACTION OF MILITARY ACTIVITIES;
- d. CITY POLICIES CONCERNING AREAS ADJACENT TO MILITARY INSTALLATIONS SHOULD BE CONSISTENT WITH INSTALLATION COMPATIBILITY ZONES;
- e. SUPPORT GROWTH OF COMMERCIAL AND INDUSTRIAL BUSINESSES WHICH SUPPORT AND PROVIDE NECESSARY SERVICES TO THE MILITARY INSTALLATION.

#### **SECTION E. CENTRAL BUSINESS DISTRICT (IS COMPRISED OF THE AREA FROM 8<sup>TH</sup> STREET TO McCULLOUGH ON FM 1069 AND FROM THE RAILROAD TRACK AT WEST MAIN TO AVENUE A ON STATE HWY 361)**

##### **1. CENTRAL BUSINESS DISTRICT POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. REVITALIZE THE CENTRAL BUSINESS DISTRICT ACCORDING TO A CENTRAL BUSINESS DISTRICT PLAN;
- b. CREATE A POSITIVE IMAGE FOR THE CENTRAL BUSINESS PLAN;
- c. ESTABLISH POLICIES AND PROCEDURES TO REHABILITATE AND MAINTAIN STREETS AND SIDEWALKS IN THE CENTRAL BUSINESS DISTRICT;
- d. ENCOURAGE HIGH-DENSITY RESIDENTIAL DEVELOPMENT IN THE CENTRAL BUSINESS DISTRICT;

- e. PROVIDE PARKS AND PROMOTE PEDESTRIAN AMENITIES THROUGHOUT THE CENTRAL BUSINESS DISTRICT;
- f. ENCOURAGE AND IMPROVE PEDESTRIAN FLOW THROUGHOUT THE CENTRAL BUSINESS DISTRICT;
- g. ENCOURAGE DEVELOPMENT OF CULTURAL ACTIVITIES INSTITUTIONS IN THE CENTRAL BUSINESS DISTRICT;
- h. INCORPORATE UNIQUE SIGNAGE, FURNITURE AND LANDSCAPING IN THE CENTRAL BUSINESS DISTRICT.

## **2. MISCELLANEOUS**

Joint public and private ventures may include:

- a. On street parking where necessary to serve existing established business structures and where off-street parking cannot be acquired by the building or property owner adjacent to the structure;
- b. Landscaping small parks in the downtown area which might be financially supported by the City and businesses;
- c. Improvement of streets.

The City may explore the feasibility of seeking funds for improvement to the Downtown area from appropriate sources including the Texas Historical Commission. However, it is anticipated that the property owners will have to provide all or most of the funds for improving the structures with incentives being developed by the City.

## **SECTION F. TOURISM DEVELOPMENT POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies or goals as appropriate.

- a. PROMOTE THE NATURAL AMENITIES OF THE AREA;
- b. ENCOURAGE HOTEL/MOTEL CONSTRUCTION;
- c. TOURIST-ORIENTED SOCIAL AND RECREATIONAL FACILITIES THAT ARE COMPLIMENTARY TO THE NATURAL AMENITIES OF THE AREAS SHOULD BE ENCOURAGED;
- d. SUPPORT THE MARKETING OF THE TOURIST BUSINESS;

- e. SUPPORT THE MARKETING OF CONVENTION BUSINESS;
- f. DEVELOP CULTURAL/ARTISTIC ACTIVITIES AND PROGRAMS THAT WILL PROMOTE THE CITY AS A CULTURAL CENTER OF SOUTH TEXAS;
- g. ENCOURAGE DEVELOPMENT OF AMENITIES WITHIN RECREATIONAL VEHICLE PARKS;

## **CHAPTER VIII. TRANSPORTATION PLAN-INFORMATION AND POLICIES**

### **SECTION A. TRANSPORTATION OBJECTIVES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. IMPOSE A SAFE TRANSPORTATION SYSTEM THAT FACILITATES THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS BY MEANS OF TRAFFIC AND DESIGN CONTROLS;
- b. IMPROVE THE AESTHETICS OF JAM OF THOROUGHFARES, CITY ENTRANCES AND RESIDENTIAL AREAS;
- c. UTILIZE ROAD IMPROVEMENTS TO STIMULATE REDEVELOPMENT AND ORDERLY GROWTH BY DEVELOPING A GRADUATED SYSTEM OF STREETS AND HIGHWAYS;
- d. ENCOURAGE A TRANSPORTATION SYSTEM THAT COMPLIMENTS ENERGY CONSERVATION AND AIR QUALITY MEASURES, MINIMIZES ENVIRONMENTAL POLLUTION, AND SELECT TERMINAL SITE FREE OF CONGESTION;
- e. ENCOURAGE A MULTI-MODAL (MASS) TRANSPORTATION SYSTEM THAT WILL ENHANCE THE MOBILITY OF ALL CITIZENS;
- f. ENCOURAGE A TRANSPORTATION/STREET SYSTEM THAT WILL ENHANCE THE ABILITY TO EVACUATE PEOPLE IN TIMES OF EMERGENCY;
- g. ENCOURAGE NEW OPPORTUNITIES FOR ECONOMIC DEVELOPMENT THROUGH ADEQUATE PORT, RAIL, AND AIRPORT FACILITIES AND SERVICES;
- h. ENCOURAGE THE DEVELOPMENT OF INTRACITY OR AREA-WIDE PUBLIC TRANSPORTATION SYSTEMS;

- i. ENCOURAGE STATE HIGHWAY 361 TO FM 1069 TRANSPORTATION CORRIDOR (IDENTIFY RIGHTS-OF WAY);
- j. PRESENT AND FUTURE ROAD NETWORKS SHOULD PROMOTE DESIRABLE PATTERNS OF LAND USE DEVELOPMENT;
- k. INCREASE THE ABILITY TO FINANCE TRANSPORTATION IMPROVEMENTS;
- l. ART FORMS SHOULD BE ENCOURAGED WHEN ESTABLISHING NEW TRANSPORTATION.

## **SECTION B. TRANSPORTATION POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies or goals as appropriate:

- a. PRESENT AND FUTURE ROAD NETWORKS SHOULD PROMOTE DESIRABLE PATTERNS OF LAND USE DEVELOPMENT;
- b. PROMOTE EFFICIENT UTILIZATION OF ALL FORMS OF TRANSPORTATION;
- c. INCREASE THE ABILITY TO FINANCE TRANSPORTATION IMPROVEMENTS;
- d. RESIDENTIAL-STREET DESIGN SHOULD IMPROVE THE SAFETY, AESTHETICS AND QUALITY OF RESIDENTIAL AREAS;
- e. SELECT TRANSPORTATION MODES THAT WILL MINIMIZE ENVIRONMENTAL POLLUTION AND SELECT TERMINAL SITES FREE OF CONGESTION;
- f. IMPROVE THE MOBILITY OF PERSONS WHO ARE DISABLED OR DISADVANTAGED IN PRESENT AND FUTURE TRANSPORTATION FACILITIES;
- g. ART FORMS SHOULD BE ENCOURAGED WHEN ESTABLISHING NEW TRANSPORTATION FACILITIES;
- h. PLAN A STREET SYSTEM THAT WILL FACILITATE THE ABILITY TO EVACUATE PEOPLE IN TIMES OF EMERGENCY.

## **SECTION C. STREETS AND HIGHWAY POLICIES**

The City should strive to take, encourage, achieve or promote the following items,

actions, policies or goals as appropriate:

- a. DEVELOP THE GRADUATED SYSTEM OF STREETS AND HIGHWAYS FOR THE ENTIRE CITY;
- b. IMPOSE TRAFFIC AND DESIGN CONTROLS TO MAKE STREETS AND HIGHWAYS EFFICIENT AND FUNCTIONAL;
- c. KEEPING IN MIND THE ACCESS NEEDS FO EACH PROPERTY OWNER, LIMIT THE NUMBER OF DRIVEWAYS ON ARTERIAL STREETS BECAUSE THEY LIMIT STREET CAPACITY AND INCREASE THE POTENTIAL FOR ACCIDENTS;
- d. IDENTIFY RIGHTS-OF-WAY FOR TRANSPORTATION CORRIDORS;
- e. MEDIANS SHOULD BE CONSTRUCTED AT ARTERIAL / LATERAL INTERSECTIONS TO PREVENT DISRUPTIVE MOVEMENT AND ACCIDENTS;
- f. INITIATE A PLAN FOR PARKING OF VEHICLES TO PROMOTE SAFETY AND DEVELOPMENT.

#### **SECTION D. PEDESTRIAN FACILITY POLICIES**

Pedestrian movement is the most fundamental and least expensive form of travel. In fact, most daily actions depend on walking, and all modes of transport, to some extent rely on a successful pedestrian interchange. Due to the reliance of automobiles, some cities have de-emphasized or totally ignored pedestrian facilities. There is a need to place pedestrian facilities in proper perspective by focusing on pedestrian needs in the Central Business District, in public parks, other business areas, school access areas and even in residential areas.

The City should take strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. IMPROVE AND EXPAND PEDESTRIAN FACILITIES THROUGHOUT THE CITY;
- b. IMPROVE PEDESTRIAN AMENITIES;
- c. IMPROVE AND PROVIDE SAFE PEDESTRIAN FACILITIES IN PUBLIC PARKS AND COMMERCIAL-RESIDENTIAL AREAS;
- d. MAKE PEDESTRIAN FACILITIES ACCESSIBLE TO PERSONS WITH DISABILITIES.

## **SECTION E. BICYCLE FACILITY POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. IMPLEMENT A BIKE TRAIL PLAN THAT SAFELY PROVIDES INTERCONNECTED CITY-WIDE BICYCLING OPPORTUNITIES;
- b. BICYCLING IN PUBLIC PARKS, SELECTED ROADWAYS AND SPECIAL AREAS SHOULD BE PROMOTED;
- c. PLAN AND IMPLEMENT CONNECTION WITH REGIONAL BIKEWAYS.

## **SECTION F. MASS TRANSIT POLICIES**

Mass transit refers to the modes of transport capable of moving people with similar origins and destinations from one place to another. This mode of transportation utilizes trains, business, airplanes, boats and other specialized vehicles. Mass transit serves people in the areas where high population densities justify its use and where space for transportation facilities, especially parking, is scarce. At the present time, the need for mass transit is limited, due to the low density of population, but as the City grows, there may become a need for some type of system.

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. THE TRANSIT SYSTEM SHOULD DELIVER BASIC TRANSIT SERVICES TO TRANSIT DEPENDENT AND ELECTIVE USERS;
- b. ENCOURAGE THOSE WHO CURRENTLY USE AUTOMOBILES TO USE A PUBLIC TRANSPORTATION SYSTEM;
- c. SUPPORT CONVENIENT TRANSPORTATION FOR CONVENTION AND TOURIST FACILITIES;
- d. ENCOURAGE THE DEVELOPMENT OF PLEASANT AND AESTHETICALLY PLEASING MASS TRANSIT FACILITIES;
- e. THE CITY SHOULD ENCOURAGE THE CONSTRUCTION AND USE OF MULTI-MODAL TRANSPORTATION CENTERS, INCLUDING PARK AND RIDE CENTERS.

## **SECTION G. MOVEMENT OF GOODS POLICIES**

The movement of goods refers to transfer of materials from production or storage sites to sites of consumption. The modes of transportation utilized in transferring goods vary



according to the distance between the origin and destination, the type of goods to be transported and the modes of transportation that are available.

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. PROVIDE CONVENIENT TRANSPORTATION ACCESS TO INDUSTRIAL AREAS;
- b. DESIGNATE TRUCK ROUTES AND OTHER TRANSPORT FACILITIES AT LOCATIONS TO ELIMINATE OR MINIMIZE DISRUPTION OF RESIDENTIAL AREAS, RECREATIONAL USES, CENTRAL BUSINESS DISTRICT OR PUBLIC FACILITIES;
- c. SPECIAL ROUTES SHOULD BE USED FOR THE TRANSPORTATION OF HAZARDOUS WASTES.

#### **SECTION H. T.P. McCAMPBELL REGIONAL AIRPORT POLICIES**

The T.P. McCampbell Regional Airport has potential to become important to both Commercial and recreational activities of the Coastal Bend area. The airports should be readily available to those requiring air transportation services.

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. THE T.P. McCAMPBELL REGIONAL AIRPORT SHOULD BE IMPROVED ACCORDING TO A MASTER PLAN;
- b. DEVELOPMENT OF AREAS ADJACENT TO THE T.P. McCAMPBELL REGIONAL AIRPORT SHOULD BE IMPLEMENTED IN A MANNER THAT MINIMIZES THEIR NEGATIVE IMPACT ON THE AIRPORT;
- c. ENCOURAGE MORE INTERSTATE, INTRASTATE AND INTERNATIONAL AIR TRAFFIC AT THE T.P. McCAMPBELL REGIONAL AIRPORT;
- d. ENCOURAGE DEVELOPMENT OF PLEASANT AND AESTHETICALLY PLEASING FACILITIES AT THE T.P. McCAMPBELL REGIONAL AIRPORT;
- e. ENCOURAGE AREA AIR TRAFFIC PATTERNS TO BE DEVELOPED FOR MINIMAL RESIDENTIAL DISTURBANCE AND POPULATION AREA FLY-OVER.

#### **SECTION I. WATER/RAILWAY TRANSPORTATION POLICIES**

The City should strive to take, encourage, achieve or promote the following items,

actions, policies or goals as appropriate.

## **1. WATER TRANSPORTATION POLICIES**

- a. PROMOTE THE USE OF MARINE TRANSIT AS AN ALTERNATIVE MODE OF TRANSPORTATION TO MOVE PEOPLE, GOODS AND SERVICES THROUGHOUT THE BAY AREA;
- b. PROMOTE THE INTRA-COASTAL WATERWAY AS A VITAL TRANSPORTATION ROUTE;
- c. ENCOURAGE RESPECT FOR ANY PRESERVATION OF WETLANDS AND NATURAL ECO-SYSTEMS WHILE DEVELOPING WATER TRAVEL SYSTEMS.

## **2. RAIL WAY TRANSPORTATION POLICIES**

- a. PROMOTE THE EXTENSION OF RAILROAD SERVICE IN ORDER TO EXPAND PASSENGER AND CARGO SERVICE;
- b. ENCOURAGE DEVELOPMENT OF SAFE RAILROAD CROSSING FOR PEDESTRIAN AND AUTO USE;
- c. ENCOURAGE MULTI-USE OF RAILROAD RIGHTS-OF-WAYS.

# **CHAPTER IX.**

## **SECTION A. PUBLIC SERVICE POLICIES**

The City should strive to take, encourage, achieve, or promote the following items, actions, policies or goals as appropriate.

- a. PROVIDE PUBLIC FACILITIES AND SERVICES THROUGHOUT THE CITY;
- b. MAXIMIZE THE USE OF PUBLIC FACILITIES THROUGH COOPERATIVE AND JOINT USE AGREEMENTS;
- c. PROVIDE THE CITY WITH APPROPRIATE CULTURAL AND EDUCATIONAL FACILITIES;
- d. CREATE AESTHETICALLY PLEASING PUBLIC FACILITIES THROUGH GOOD DESIGN AND WORKS OF ART;
- e. IDENTIFY AND OBTAIN ADEQUATE SOURCES OF FUNDING FOR THE DEVELOPMENT AND MAINTENANCE OF PUBLIC SERVICES AND FACILITIES;

- f. ENCOURAGE ACTIVE CITIZEN PARTICIPATION AS PUBLIC FACILITIES ARE PLANNED, CONSTRUCTED AND MAINTAINED.

## **SECTION B. PARKS AND RECREATION POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. DEVELOP A MASTER PLAN FOR THE DEVELOPMENT AND MAINTENANCE OF PARKS;
- b. ALL PUBLIC PARKS AND THEIR FACILITIES SHOULD BE UTILIZED EFFECTIVELY;
- c. NEW PARK AND RECREATIONAL FACILITIES SHOULD BE ENCOURAGED IN AREAS WHERE FACILITIES ARE INADEQUATE OR NON-EXISTENT;

The size, type and location of new parks and recreational facilities should be based on characteristic of the population. Small neighborhood parks should be located at sites that are accessible to pedestrians. Larger facilities, serving the entire community, should be located at sites that are accessible to motorists. Where park land should be acquired and developed so that the recreational needs of the City will be met. In addition, the City should continue to require park land dedication as a part of the subdivision process.

- d. JOINT CONSTRUCTION AND USE OF RECREATIONAL FACILITIES SHOULD BE ENCOURAGED;
- e. DEVELOP INGLESIDE COVE, KENNY BAYOU, LIVE OAK RIDGE AND OTHER AREAS OF SCENIC OR HISTORICAL SIGNIFICANCE AS A NATURE PRESERVE AND SCENIC PARKWAY;
- f. PROMOTE LIVE OAK PARK AS AN EXISTING CONSERVANCY AND ENCOURAGE DEVELOPMENT OF SIMILAR AREAS AROUND THE CITY;
- g. PROMOTE PUBLIC ART FACILITIES AND PROGRAMS THAT REFLECT CULTURAL HERITAGE IN PARKS;
- h. ENCOURAGE REFORESTATION AND PROTECTION OF EXISTING TREES.

## **SECTION C. PUBLIC SAFETY FIRE AND POLICE**

## **1. FIRE PROTECTION POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. PROVIDE CONTINUAL STAFF REVIEW AND UPDATE OF EXISTING FIRE PROTECTION POLICIES;
- b. ADEQUATE FIRE PROTECTION SHOULD BE PROVIDED FOR ALL AREAS IN THE CITY;
- c. CREATE AND MAINTAIN A FIRE SAFETY PUBLIC AWARENESS PROGRAM;
- d. SUFFICIENT WATER PRESSURE FOR FIRE PROTECTION SHOULD BE CAREFULLY CONSIDERED IN EXISTING AND DEVELOPING AREAS;
- e. BUILDING CODES SHOULD BE REVIEWED PERIODICALLY TO INCLUDE THE LATEST FIRE PROTECTION DEVICES;
- f. ENCOURAGE INCENTIVES TO UPGRADE FIRE PROTECTION IN EXISTING FACILITIES.

## **2. POLICE PROTECTION POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. PROVIDE FOR CONTINUAL STAFF REVIEW OF EXISTING POLICE POLICIES;
- b. EXTEND POLICE PROTECTION TO NEWLY ANNEXED AREAS;
- c. EVERY EFFORT SHOULD BE MADE TO INCREASE PUBLIC UNDERSTANDING OF CRIME TRENDS IN INGLESIDE AND TO ENCOURAGE CITIZEN INVOLVEMENT IN CRIME PREVENTION;
- d. MAINTAIN AND UPDATE EMERGENCY MANAGEMENT.

## **SECTION D. LIBRARY POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. DEVELOP AND IMPLEMENT A MASTER PLAN FOR LIBRARY SERVICE;
- b. DEVELOP AND SUPPORT A QUALITY CORE COLLECTION;
- c. A MODERN TECHNOLOGICAL SYSTEM SHOULD BE MAINTAINED TO OPERATE THE LIBRARY SYSTEM;
- d. SOLICIT SUPPORT FOR THE LIBRARY SYSTEM FOR THE BUSINESS, INDUSTRIAL AND PRIVATE SECTORS.

#### **SECTION E. CULTURAL FACILITIES POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. DEVELOP AND IMPLEMENT A CULTURAL DEVELOPMENT PLAN;
- b. INITIATE AND ENCOURAGE AN ART ORDINANCE AND PUBLIC ART PROGRAM;
- c. ENCOURAGE CONTRIBUTIONS TO SUPPORT ART FACILITIES;
- d. DESIGNATED PUBLIC AREAS SHOULD BE PROVIDED FOR THE PERFORMANCE, INVOLVEMENT AND EXPOSITION OF ART;
- e. PRESERVATION AND RE-USE OF CULTURALLY AND HISTORICALLY SIGNIFICANT BUILDINGS, AREAS AND SITES IN INGLESIDE SHOULD BE ENCOURAGED.

#### **SECTION F. PUBLIC SCHOOL POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. THE SCHOOL DISTRICT, CITY AND OTHER UNITS OF GOVERNMENT SHOULD COOPERATE TO MAXIMIZE COMMUNITY EDUCATIONAL OPPORTUNITIES;
- b. THE EDUCATIONAL AND RECREATIONAL NEEDS OF THE COMMUNITY SHOULD BE MET THROUGH COORDINATING DEVELOPMENT OF FACILITIES AND JOINT-USER AGREEMENTS;
- c. SUPPORT DEVELOPMENT OF VOCATIONAL AND AVOCATIONAL EDUCATIONAL SERVICE;
- d. SUPPORT DEVELOPMENT OF COMMUNITY COLLEGE EXTENSION

SERVICES;

- e. ENCOURAGE STUDENT INVOLVEMENT IN CIVIC AND COMMUNITY ACTIVITIES;
- f. ENCOURAGE THE LOCATION OF SCHOOL FACILITIES AND SERVICES IN AREAS THAT BEST SERVE THE DEVELOPMENT NEEDS OF THE COMMUNITY.

## **SECTION G. UTILITIES POLICIES**

The City should strive to take, encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. ESTABLISH A COORDINATED LONG-RANGE CAPITAL IMPROVEMENT PLAN TO PROVIDE UTILITIES IN AN ORDERLY PATTERN;
- b. PROMOTE CONTIGUOUS DEVELOPMENT;
- c. DEVELOP AND IMPLEMENT A SYSTEMATIC MAINTENANCE PROGRAM FOR WATER, WASTEWATER, DRAINAGE AND STREETS;
- d. COORDINATE WITH PRIVATE UTILITY SYSTEMS TO MAXIMIZE EFFECTIVENESS;
- e. AS NEW DEVELOPMENT, RE-DEVELOPMENT, OR REPLACEMENT OCCURS, CONSIDER PLACING UTILITY LINES UNDERGROUND WHERE FEASIBLE;
- f. DEVELOP A PLAN TO PROVIDE SUFFICIENT UTILITY SERVICES FOR RESIDENTIAL DEVELOPMENT.

## **SECTION H. WATER SUPPLY POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. ENCOURAGE DEVELOPMENT OF WATER CONSERVATION PROGRAMS;
- b. A PLENTIFUL SUPPLY OF WATER TO MEET ALL COMMUNITY NEEDS SHOULD BE AN INTEGRAL PART OF PLANNING;
- c. PLAN AND DEVELOP STRATEGIES FOR SECURING ADDITIONAL WATER SOURCES;

- d. CONTINUE TO IMPROVE THE QUALITY OF WATER FOR AREA RESIDENTS;
- e. WATER AND WASTEWATER SERVICE FEES SHOULD REFLECT COSTS.

## **SECTION I. WASTEWATER POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. THE WASTEWATER SYSTEM SHOULD BE MAINTAINED IN AN ADEQUATE STATE OF REPAIR AND IMPROVED, WHERE FEASIBLE, THROUGH TECHNOLOGICAL INNOVATIONS;
- b. PRIVATELY OWNED SEWAGE DISPOSAL SYSTEMS AND SEPTIC TANKS SHOULD BE DISCOURAGED;
- c. PLAN FOR A WASTEWATER SYSTEM THAT WILL HANDLE GROWTH AREAS WITHOUT EXCEEDING THE DESIGN CAPACITY OF EXISTING PLANTS.

## **SECTION J. STORMWATER POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. THE STORMWATER SYSTEM SHOULD BE IMPROVED AND MAINTAINED IN ADEQUATE STATE OF REPAIR;
- b. PROVIDE FLOOD PLAN MANAGEMENT TO REDUCE EROSION, PEAK FLOWS AND POOR WATER QUALITY;
- c. REGULATIONS THAT PROTECT DRAINAGE WAYS SHOULD BE ENFORCED;
- d. THE OBLIGATIONS FOR STORMWATER MANAGEMENT SHOULD BE SHARED BY INDIVIDUAL PROPERTY OWNERS AND THE WHOLE COMMUNITY;
- e. IMPLEMENT TRADITIONAL AND NON-TRADITIONAL METHODS FOR MANAGEMENT OF STORMWATER DRAINAGE;
- f. ENCOURAGE THE DEVELOPMENT OF GREENBELTS IN COMBINATION WITH DRAINAGE FACILITIES.

## **SECTION K. CAPITAL IMPROVEMENTS POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. INGLESIDE SHOULD MAXIMIZE ITS FINANCIAL RESOURCES;
- b. UTILIZE TRADITIONAL AND NON-TRADITIONAL FINANCING MECHANISMS FOR PUBLIC IMPROVEMENTS;
- c. DEVELOP A CAPITAL IMPROVEMENT PROGRAM THAT INCLUDES VARIED FINANCIAL SOURCES.

## **CHAPTER X. ENVIRONMENTAL POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. PROVIDE A HARMONIOUS RELATIONSHIP BETWEEN PEOPLE AND THE ENVIRONMENT;
- b. PROVIDE A SAFE AND HEALTHY LIVING ENVIRONMENT;
- c. DEVELOP A CAPITAL IMPROVEMENT PROGRAM THAT INCLUDES VARIED FINANCIAL SOURCES;
- d. PRESERVE HISTORICALLY SIGNIFICANT AREAS;
- e. COORDINATE MAN-MADE IMPROVEMENTS WITH THE NATURAL ENVIRONMENT;
- f. CONSERVE WATER AND ENERGY;
- g. RECYCLE WATER, MINERAL, ENERGY RESOURCES AND NON-BIODEGRADABLE MATERIALS;
- h. DEVELOP PROGRAMS THAT BENEFIT THE CITY ENVIRONMENTALLY;
- i. THE MASTER DRAINAGE PLAN SHOULD CONSIDER THE ULTIMATE DEVELOPMENT OF THE AREA;
- j. MAN-MADE DRAINAGE SYSTEMS SHOULD BE DESIGNED TO REDUCE RUNOFF CONTAMINATION INTO THE CITY'S DRINKING WATER;



- k. MINIMIZE THE ODOR AT ALL WASTEWATER TREATMENT FACILITIES;
- l. MINIMIZE THE IMPACT OF OUR WASTEWATER ON OUR CITY'S WATER QUALITY;
- m. NEW WASTEWATER TREATMENT AND SOLID WASTE DISPOSAL FACILITIES SHOULD BE LOCATED SO THAT THEY ARE COMPATIBLE WITH ADJACENT LAND USES OR ENVIRONMENTALLY SENSITIVE AREAS;
- n. WHEN ECONOMICALLY FEASIBLE, WATER RESOURCES, MINERALS AND ENERGY AVAILABLE AS BY-PRODUCT OF WASTEWATER TREATMENT AND SOLIS DISPOSAL SHOULD BE RE-USED;
- o. ALTERNATE METHODS OF RECYCLING WASTEWATER SHOULD BE CONSIDERED;
- p. QUALITY COLLECTION AND DISPOSAL FACILITIES SHOULD BE PROVIDED TO SATISFY THE NEEDS OF A GROWING POPULATION;
- q. TOXIC-WASTE DISPOSAL FACILITIES AND WASTEWATER TREATMENT FACILITIES IN THE CITY AND THE REGION SHOULD BE OPERATED IN AN ENVIRONMENTALLY SENSITIVE MANNER;
- r. TO REDUCE AIR POLLUTION, THE CITY SHOULD ENCOURAGE ALTERNATIVE MODES OF TRAVEL;
- s. ADOPT POLICIES TO REDUCE AIRBORNE CONTAMINANTS.
- t. ENCOURAGE INDUSTRIAL AREAS TO ELIMINATE INDUSTRIAL ODORS AND TO LOCATE WITH MINIMAL IMPACT ON POPULATED AREAS;
- u. HIGH-VOLUME TRAFFIC SHOULD BE SEPARATED FROM RESIDENTIAL AREAS OR OTHER NOISE-SENSITIVE LAND USES;
- v. NOISE BARRIERS SUCH AS LANDSCAPING, FENCES, AND OPEN SPACE SHOULD BE USED TO PROTECT RESIDENTIAL LAND USES WHILE PERMITTING NON-MOTORIZED ACCESS;
- w. RESIDENTIAL AREAS SHOULD BE PROTECTED FROM NOISE POLLUTION;
- x. LAND USES ADJACENT TO AIRPORTS SHOULD BE COMPATIBLE

WITH THE ACTIVITIES OF ALL AIRPORTS.

## **SECTION A. ENERGY POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. ENERGY-SAVING MODES OF TRANSPORTATION SHOULD BE ENCOURAGED;
- b. PROMOTE ENERGY EFFICIENT LAND USE PATTERNS, FACILITY;
- c. PROMOTE ENERGY EFFICIENT PUBLIC AND PRIVATE FACILITIES.

## **SECTION B. VISUAL POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. ENCOURAGE THE DEVELOPMENT OF A SYSTEM OF PARKWAYS AND BOULEVARDS;
- b. SUPPORT THE RENOVATION AND PRESERVATION OF HISTORIC AND ARCHITECTURALLY SIGNIFICANT STRUCTURES AND DISTRICTS;
- c. PRESERVE BAY AND CREEK ACCESS AND PUBLIC VIEWS THAT PROVIDE UNIQUE AND INTERESTING VISUAL RELIEF;
- d. FOR AESTHETIC PURPOSED AND TRAFFIC SAFETY, THE CITY SHOULD VIGOROUSLY SUPPORT SIGN AND BILLBOARD CONTROLS;
- e. IMPROVE THE APPEARANCE OF THE CITY BY ACTIVELY PURSUING CODE ENFORCEMENT, NEIGHBORHOOD IMPROVEMENT AND BEAUTIFICATION PROGRAMS;
- f. ENCOURAGE LOW MAINTENANCE AND XERISCAPING IN OPEN SPACE AND ART AROUND PUBLIC AND PRIVATE FACILITIES.

## **SECTION C. NATURAL HAZARDS POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. MODERNIZE AND STRENGTHEN, AS NECESSARY AND ENFORCE CITY CODES TO MAKE STRUCTURES HURRICANE RESISTANT;

- b. MANUFACTURED HOUSES SHOULD BE ATTACHED TO PERMANENT FOUNDATIONS OR TIED DOWN SECURELY TO RESIST HURRICANE-FORCE WINDS;
- c. PERMANENT SIGNS SHOULD BE REINFORCED TO RESIST HURRICANE DAMAGE;
- d. EVACUATE PEOPLE FROM LOW-LYING COASTAL AREAS IN CASE OF A HURRICANE EMERGENCY;
- e. STORM-MADE PASSES OR NATURAL PASSES AND VELOCITY ZONES SHOULD BE CLEARED OF OBSTRUCTIONS OR DREDGED AND LEFT UNDEVELOPED TO ALLOW THE TIDAL SURGE TO RECEDE TO THE SEA.

#### **SECTION D. FLOOD CONTROL**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. RESTRICT AND PROHIBIT USES THAT ARE DANGEROUS TO HEALTH, SAFETY OR PROPERTY IN TIMES OF FLOOD, OR CAUSE EXCESSIVE INCREASES IN FLOOD HEIGHTS OR VELOCITIES;
- b. REQUIRE THAT USES VULNERABLE TO FLOODS, INCLUDING FACILITIES WHICH SERVE SUCH USES, BE PROTECTED AGAINST FLOOD DAMAGES AT THE TIME OF INITIAL CONSTRUCTION;
- c. CONTROL THE ALTERATIONS OF NATURAL FLOOD PLAINS, STREAM CHANNELS, AND NATURAL PROTECTIVE BARRIERS, WHICH ARE INVOLVED IN THE ACCOMMODATIONS OF FLOOD WATERS;
- d. CONTROLLING FILLING, GRADING, DREDGING AND OTHER DEVELOPMENT THAT MAY INCREASE FLOOD DAMAGE;
- e. PREVENT OR REGULATE THE CONSTRUCTION OF FLOOD BARRIERS WHICH WILL UNNATURALLY DIVERT FLOOD WATERS OR WHICH MAY INCREASE FLOOD HAZARDS TO OTHER LANDS.

#### **SECTION E. HAZARDOUS AREA POLICIES**

The City should strive to take encourage, achieve or promote the following items, actions, policies or goals as appropriate:

- a. ADOPT GUIDELINES FOR CONSTRUCTION OF BUILDINGS IN FLOOD-PRONE AREAS;

- b. ADOPT SPECIFIC GUIDELINES THAT REGULATE DEVELOPMENT IN AREAS OF INDUSTRIAL USE AND ENCOURAGE ALTERNATIVE LAND USES FOR THOSE AREAS;
- c. ESTABLISH SPECIFIC REGULATIONS THAT FOCUS ON DEVELOPMENTS AND CONSTRUCTION ACTIVITY THAT OCCURS IN DANGEROUS AREAS AND AIRPORTS;
- d. WORK CLOSELY WITH ALL FEDERAL AND STATE AGENCIES TO ENSURE THAT ALL HAZARDOUS WASTES AND PRODUCTS ARE TRANSPORTED AND DISPOSED OF PROPERLY;
- e. MAINTAIN THE HAZARDOUS MATERIAL CONTINGENCY PLAN.

## **CHAPTER XI. LAND USE REGULATIONS AND POLICIES RELEVANT TO IMPLEMENTING THE PLAN**

The need for modernizing land use regulations has four essential driving forces:

1. STATE LAW REQUIRES THAT ANY ZONING BOUNDARIES ESTABLISHED AND USES ALLOWED ARE TO BE BASED ON THE COMPREHENSIVE PLAN;
2. REGULATIONS MUST REFLECT THE INTENT OF THE ADOPTED POLICIES AND GOALS IN ORDER FOR THEM TO BE PURSUED;
3. COST EFFECTIVE MANAGEMENT OF PUBLIC SERVICES REQUIRES PREDICTABILITY OF WHAT USES WILL BE PUT ON THE LAND, WHERE THESE USES WILL OCCUR AND (TO SOME DEGREE) WHEN THE DEMANDS FOR SERVICES WILL BE CREATED;
4. SUBDIVISION AND ZONING REGULATIONS NEED TO BE COORDINATED AS TO INTENT AND STANDARDS TO FACILITATE MUTUAL OBJECTIVES AND SHOULD BE INTEGRATED INTO A SINGLE DOCUMENT FOR CONVENIENCE OF USE BY THE DEVELOPMENT COMMUNITY AS WELL AS BY CITY ADMINISTRATION. SUCH COORDINATION AND INTEGRATION SHOULD STRIVE TO ACHIEVE THE FOLLOWING:
  - CONSISTENCY OF PURPOSE
  - FLEXIBILITY FOR THE DEVELOPER
  - REGULATIONS WHICH ARE THE MINIMAN NECESSARY AND AVOID EXCESSIVE REGULATIONS\
  - ADDRESS ADMINISTRATIVE PROCEDURE IN DETAIL FOR EQUITY

AND EXPEDIENCY IN HANDLING PERMITS.

- MINIMIZE THE NEED FOR ENFORCEMENT POWER.